

GOVERNMENT OF ANDHRA PRADESH  
ABSTRACT

R&B Department - Formation of new road from Km.59/2 of Jammalamadugu – Kadiri road to Km.83/10 of Jammalamadugu – Kadiri road (via) Venkatapuram, Kanamapalli, Namalagundu and Gollapalli to join at B.Kothapalli in Kadapa District – Sub work:- (1) Formation of new road from B.Kothapalli to Namalagundu from Km.3.000 to 5.000 (2) Formation of new road from B.Kothapalli to Namalagundu from Km.5.000 to 6.000 (3) Formation of new road from B.Kothapalli to Namalagundu from Km.6.000 to 6.600 (4) Formation of new road from B.Kothapalli to Namalagundu from Km.6.600 to 8.260 – Request for payment of relevant SSR rates, observed rates for excavation in Hard rock – Revision of rates - Orders - Issued.

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TRANSPORT, ROADS AND BUILDINGS (ROADS.VI) DEPARTMENT

G.O.Rt.No: 1206

Dated:29-10-2009

Read the following:-

1. From Sri S.Adinarayana Reddy, Managing Partner, M/s. Suguna Construction Company, Dr.No:12-3-7, 3<sup>rd</sup> Cross, Sai Nagar, Ananthapur-515001, through Hon'ble M (R&B).
2. Govt., Memo.No:6796/R.VI(1)/2009-1, Dated:26-06-2009
3. From the Engineer-in-Chief (R&B), Roads, Hyderabad, Letter No:21544(J,K-4)/DEE.4/AEE.1/2005, Dt:22-07-09 & Dt:02-09-09.

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**ORDER:**

In the reference 1<sup>st</sup> read above, M/s.Suguna Construction Company, Ananthapur, has represented that the subject work was awarded to them on 10-06-2007 with a stipulated period of 12 months upto 09-06-2008. The nature of the work to form a new road for a length of 5.260 Kms in steep hilly terrain. 30 Mts. width of land was handed over to the contractor to form the road. Most of the stretch passes through reserve forest. The proposed road in ghat section has to negotiate number of hillocks. Hill range has steep side slopes of 1 in 6 to 1 in 10. Roads has to be formed with gradients ranging from 1 in 25 to 1 in 30 with sharp curves. Retaining walls were also proposed for construction on valley side to retain the road embankment. Further the work was abnormally delayed due to change in designs, clearance from Forest Department, shifting of utilities and blasting of hard rock the work was not completed within the agreement period and due to which the cost of materials have been increased abnormally and sustained heavy losses to them. Further the contractor has represented the Hon'ble Minister for R&B and explained the hardship of execution of work in ghat section especially cutting of hard rock and forming embankment with borrowed earth. It was described about the extra activities involved in excavation of hard rock, transportation of materials, additional labour component, procurement of materials away from reserve forest, extra machinery involved and consumption of fuel, wear and tear of machinery, spilling of materials in valley portion, extra cutting and filling in cutting portions of hard rock, extra leads in ghat section etc., The contractor has further claimed that there is an extra cost of about 30% in ghat roads compared to formation of new roads in plain terrain.

2. The Engineer-in-Chief (R&B), Roads, has stated that the as per the detailed report submitted by the Superintending Engineer (R&B), Kadapa, that there is no separate data for formation of ghat roads, except extra allowance of 50% on lead charges in transportation of materials which was also not provided in the sanctioned estimates. This extra allowance is for carrying materials on the existing ghat roads and not for formation of new ghat roads. The terrain where road is to be formed is inaccessible. It is difficult even to walk through this terrain. He has further informed that the Superintending Engineer (R&B), Kadapa, has also reported that it is fact that the contractor was put to loss due to hardship in executing the work in hilly terrain, where there was no road at all and also due to abnormal increase of

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prices of all materials and labour. All the difficulties put forth by the contractor in executing the work in ghat section are found to be genuine and hence they might have incurred loss because the rates allowed for all activities in ghat road were same as that of in plain terrain. In ghat portions, formation has to be done by cut and fill method. Hard rock cut on hill side is to be filled on valley side. Cutting and filling of rock has to be done to the required grade and camber at few places. It is very difficult to cut hard rock exactly to the required width and depth. Hence it requires lot of skill to form the road in ghat portion. Further the present road alignment passes through reserve forest and hillocks. Width of land handed over to the contractor is only 30 meters. As such, there is no flexibility for working operation in the reserve forest. Due to the restriction of area, steep side slopes, gorge portions, slip prone areas at some places, a lot of machinery, labour, materials and additional operation were involved in the formation of ghat road. Further due to reduced efficiency of labour and machinery in ghat portion, the progress of work is considerably reduced. Due to all the above reasons there were additional expenses in ghat road when compared to road work in plain terrain.

3. Government after careful examination of the matter hereby accord permission to Engineer-in-Chief (R&B), Roads, Hyderabad to pay the following to the contracting agency for the work "Formation of new road from Km.59/2 of Jammalamadugu – Kadiri road to Km.83/10 of Jammalamadugu – Kadiri road (via) Venkatapuram, Kanamapalli, Namalagundu and Gollapalli to join at B.Kothapalli in Kadapa District, sub work:- (1) Formation of new road from B.Kothapalli to Namalagundu from Km.3.000 to 5.000 (2) Formation of new road from B.Kothapalli to Namalagundu from Km.5.000 to 6.000 (3) Formation of new road from B.Kothapalli to Namalagundu from Km.6.000 to 6.600 (4) Formation of new road from B.Kothapalli to Namalagundu from Km.6.600 to 8.260".

- (A) To pay the rate for blasting in hard rock for an amount of Rs.218/cum.
- (B) To pay the relevant period of SSR with quarterly and monthly revisions as per the actual work done beyond agreement period without allowing tender premium and without price escalation beyond agreement period.
- (C) To pay Over Head Charges, Contractor's Profit and Ghat allowances (including VAT all together) at 30% against 20% on all items including hard rock from the inception of the work.

4. The Engineer-in-Chief (R&B), Roads, Hyderabad shall take action accordingly.

5. This order issues with the concurrence of Finance (Expr.PWD) Department vide their U.O.No:024949/A/1033/A2/Expr.PWD/09, Dt:19-09-2009.

(BY ORDER AND IN THE NAME OF THE GOVERNOR OF ANDHRA PRADESH)

Dr. T. CHATTERJEE  
SPECIAL CHIEF SECRETARY TO GOVERNMENT

To  
The Engineer-in-Chief (R&B), Roads, Hyderabad.  
The Accountant General, A.P., Hyderabad.  
The District Treasury Officer, Kadapa.

Copy to:

The Finance (Exp.PWD) Department.  
The PS to M (R&B)  
The PS to Special Chief Secretary to Government, T, R&B Dept.  
SF/SC

// FORWARDED::BY ORDER //

SECTION OFFICER